

The Virginian's Daily Hints

—FOR—

HOUSE-KEEPERS!

—FOR—

Bill of Fare

—FOR—

TO-MORROW.

Wednesday, 16th of January.

(Copyright.)

What earth needs from earth's latest creation?

Can be pure in its purpose and strong in its life.

And all life not be purer and stronger thereby.

BREAKFAST.

Boiled Rice, Ham and Eggs, Graham Muffins, Baked Apples, Ginger Cake, Coffee.

DINNER.

Scalloped Veal, Potatoes, Tomatoes, Celery, Cheese, Pickles, White Bread, Cream Pie.

SUPPER.

Warm Potatoes, Light Bread, Honey, Cake, Tea.

SCALLOPED VEAL.

Mince cold veal, boil an onion in milk; strain. Butter the baking dish; alternate layers of bread crumbs and veal, season with butter, pepper and salt. Let the last layer be crumbs. Pour the milk over; add water or stock to make quite moist. Cover for half an hour, then brown.

OUR INLAND WATERWAYS

The Proposed Great Inner Water Transportation System.

FROM BOSTON TO THE GULF.

The Atlantic States and Coast Cities Deeply Interested. Active Movement to Secure the Success of the Scheme. Dr. Miller Interviewed.

For many years Commodore Marshall Parks, of this city, who was so long connected with the canal systems connecting Norfolk with the great swamps and rivers of North Carolina, has been a warm advocate of the construction of a direct inner water-way from Boston to the Gulf, and he has time and again pointed out the advantages that would accrue from such a system, not only so far as our inland commerce was concerned, but also in respect to the great advantages secured

IN CASE OF WAR

with foreign countries. Active steps are now in progress to carry to success the completion of this scheme. The city of Philadelphia some months passed an ordinance appropriating \$10,000 for preliminary surveys, maps, &c., of the proposed enlargement of the Delaware and Raritan canal, leading to this end. New York city has also taken action and Baltimore is likewise agitating the subject.

Dr. L. Willington Miller, of New York City, was in this city yesterday in relation to the subject. He has written very extensively for the Northern Press and Magazine in advocacy of the scheme. The Inland Waterway System will comprise communication

ALONG THE SEA COAST

for Boston or Barnstable Bay to Narragansett and Buzzard Bay, from the Raritan River to Chesapeake Bay; from the Chesapeake Bay via Norfolk to the Albemarle Sound; thence to Cape Fear River; thence to Charleston, Savannah and to the inland waters of Florida to the Gulf.

Dr. Miller called at THE VIRGINIAN yesterday. He stated that the Board of Engineers created under an act of the last session of Congress, and thereupon appointed by the President, have settled the much mooted question of the most desirable route

FOR A SHIP CANAL

across the Maryland-Delaware Peninsula in favor of the existing line, or Chesapeake and Delaware Canal. This emphasizes the importance of continuing this interior, strategic, defensive line across the girdle of New Jersey, and so uniting the waters of Long Island Sound, the Hudson River and the Lake system with those of the Delaware and Chesapeake Bay.

Philadelphia, he remarks, has already entered upon a thorough investigation of the practicability of this portion of the route to stimulate the commercial activity of the entire coastwise traffic by opening additional through routes for the dense population tributary to those waters.

The short cut to the sea from Philadelphia lies up the Delaware river to Bordentown; thence to the head of Raritan Bay, and from there across the alluvial depression which now unites the prehistoric insular lowlands to the rocky uplands of New Jersey. And as the upper Delaware river extends in this direction in an air-line for a distance

OF TWENTY-SIX MILES,

it constitutes the line of least resistance.

In 1830, work was commenced on the present Delaware and Raritan Canal. Commodore Robert S. Stockton was the master spirit. It was forty-four miles in length, and received a feeder from the Delaware River, which was twenty-two miles long. It has since been enlarged, so that to-day its draught is seven feet and its surface width eighty feet.

The present Delaware and Chesapeake Canal was built in 1829 and enlarged in 1864. The canal proper is thirteen and a quarter miles long and runs from Delaware City, on the Delaware river to Chesapeake City, which is situated on an estuary of Chesapeake Bay. The depth

of this canal is nine feet, and its average width fifty feet. It is proposed

TO INCREASE THE DEPTH

to twenty-seven feet and the surface width to one hundred and sixty feet.

Prof. Haupt, of the University of Pennsylvania, Mr. Thomas Martindale, of the Trades League, of Philadelphia, and Mr. J. F. Price, the Superintendent of the Canal, traversed its length recently, on a tour of inspection, and report on engineering obstacles and a greater elevation of seventy-six feet in the long three mile cut. The cost of deepening and widening is placed at \$2,500,000.

The improvement of the Delaware and Chesapeake and Delaware and Raritan canals alone would, it is calculated, save New York fifty cents a ton on freight charges on the 6,000,000 tons of coal used annually in New York and Brooklyn. This \$3,000,000 per year would be twenty per cent, on the capital employed in canal improvement, and would in five years pay back the entire capital so required.

One-tenth of the entire population of the United States is situated in the territory contiguous to the course of this New York and Baltimore waterway. With the completion of the Cape Cod canal Boston would also

BE CONNECTED WITH

New York by an inside route. Six years ago when in command of the North Atlantic squadron, Admiral Luce went from Philadelphia to Norfolk in the steam tender Vixen. The Vixen has lately steamed from League Island to Raritan Bay. President Cleveland recently traversed the reaches of the Dismal Swamp canal in a revenue cutter. Three years ago the revenue cutter Morrill showed that a vessel drawing nine feet of water and not over 150 feet long might go from Farmington without touching the sea except at one place.

Dr. Miller considers that Norfolk is deeply interested in this matter. In this view he is fully in keeping with the opinion of Commodore Parks, as New York, Philadelphia and Baltimore are

TAKING ACTIVE INTEREST

in the subject. Norfolk should also consider the subject. It is suggested that it would be well if our business organizations take the matter under advisement. Dr. Miller says that Mr. Thomas Martindale, of Philadelphia, would no doubt visit our city and give his views to our business people on this important subject, and no doubt Commodore Parks would also express his opinion before our business interests, should a meeting be called.

THE WHITE SQUADRON.

Three First-Class Cruisers Now in Port.

The arrival of the cruiser New York marks the beginning of the rendezvous of the North Atlantic Squadron of Evolution, of which she is the flagship. She lies in Hampton Roads, between the Hygeia and the Rip Raps, near the position occupied by the American fleet in the Columbian rendezvous.

The flag of Rear Admiral George Meade, commander of the squadron, floats from the main.

The cruiser Columbia, from Bluefields, Nicaragua, is at the yard. Her officers are reticent as to affairs at the Mosquito coast, but do not think England will encroach upon the natives to any degree. Nothing startling has occurred there of late.

The Minneapolis came up yesterday. She was ordered here to escape the ice in Delaware Bay and she will winter at this yard. The Minneapolis was completed by the Cramps last June, and is the latest warship of her class in the world.

Death of a Little Child.

Mr. and Mrs. C. T. Brockwell has had the misfortune to lose their youngest child, Leon, a bright and interesting little boy, aged two and a half years. The family have been stopping in Petersburg for the past few weeks, and it was there the child was taken sick a few days ago, and died yesterday afternoon. His remains will be taken to Norfolk today and interred in Cedar Hill Cemetery.

Hood's Pills are Wonderful.

"Hood's Sarsaparilla has relieved me of the misery which I suffered from sick headache. It is the most wonderful medicine that I have ever seen." W. W. Greene, Afton, Va.

Hood's Pills cure all liver ills.

A Handsome Souvenir will be given to every lady caller at the opening of Hofheimer's new shoe store, 164 Main street, to-morrow, Monday, January 14th.

Five Days Only

Will you have the chance to purchase such bargains as will be offered at the grand closing out sale at Nussbaum's Book and Art Place, 128 Main street. Prior to taking inventory will sell beautiful pictures and fine picture frames at less than factory prices. Books by the very best writers in sets or in single volumes, at less than half their positive value. Blank books, tablets, box paper, inks, maulage, and paper bound books at a sacrifice. Mirrors, albums and pictures, as well as holiday editions of fine books; German translations, bibles, dictionaries and music folios at less than price of production. Picture frames made to order at short notice. Nussbaum's Book and Art Place, 128 Main street, Norfolk, Va.

A few of those tailor-made overcoats still left. We are selling them at cost for cash. Nichols & Wallace, 169 Main street.

FOUNDATION FOR PAVING.

Exhaustive Study of the Much Mooted Question.

ENGINEER BROOKE UPHELD.

The Engineering News Gives Unqualified Endorsement. The Cost of Paving With and Without Cobble Foundations.

As the matter of providing some kind of a foundation for the street paving in this city has been the subject of considerable discussion, THE VIRGINIAN has deemed it expedient to make some enquiries on the subject, with a view of placing before the public all the information obtained. It appears that the question was first raised by Mr. Frank Duseh at a meeting of the Board of Street, Sewer and Drain Commissioners, where he advocated the doing away with all foundation, on the plea of economy. Mr. Brooke, the City Engineer, opposed this method as a return to what had proved an expensive failure and claimed that if true economy was desired it could only be found in a bettering of all foundations instead of abandoning them. In this view he was upheld vigorously

by Mr. John Cooper, but not having himself a vote, Messrs. Duseh and Kellinger, a majority of the board, carried the proposition. So important did Mr. Brooke deem this question that he begged the Board, if they were in doubt as to the correctness of his views, to submit the question to any competent authority on the subject they might select. This the board unanimously consented to, and the City Engineer was directed to correspond with the "Engineering News," the recognized authority on all such questions. The "Engineering News" in no uncertain terms

ENDORSED MR. BROOKE'S VIEWS.

The whole correspondence is an interesting one, and as it is a matter of record THE VIRGINIAN may publish it at some future issue. However it has been obtained from the record the following facts, which can be had by any one else who chooses to apply for them:

First Union street was paved by the present board with a cobble foundation and cleaned up at a cost of \$1.82 per square yard, 10 cents per square yard of which or accurately \$320.74 is charged to the foundation. Next Chapel street was paved without a foundation, but with the sidewalks blocked up with the unmoved cobble, not only inconveniencing the property holders, but endangering life and limb and making possible suit for damages. It cost over \$1.70 per square yard. Provided the board can get the 600 or 700 loads of cobbles hauled away for \$72, the street will have cost exactly what Union street did with its foundation. Here at least the plea of economy seems to fail.

One writer cites a comparison between Commerce street and Main street, from the Atlantic Hotel westward, claiming that the former, though recently paved, has failed, while the latter has borne

LONG AND SEVERE TRAFFIC

without signs of wear. The City Engineer says, on the contrary, that Commerce street was paved in 1889 and that, owing to the street having been opened just before, with three or four deep trenches throughout its entire length and cross-cut for house connections, it was scarcely to be hoped that, even with the foundation, the street would last five years without repairs, yet it has done so. Main street, where cited, however, except that part from New street to the wharf, which is paved on a foundation of thoroughly packed and amalgamated shells, has been

REPAIRED TIME AND AGAIN

during the last five years and has twice been relaid from curb to curb, the present paving being not much more than six months old. There is no one who has at all observed the matter will question but that Commerce street, until the removal of the market last year, bore as heavy a traffic as any street in the city, yet to-day the experienced eye it compares more than favorably with West Main street.

Another writer cites various streets as examples of the durability of pavements without foundation upon the ordinary loam underlying our streets. These streets are as follows:

First, City Hall avenue, not yet two years old, but paved on a

MASS OF OYSTER SHELLS

rolled in layers as the street was raised until the foundation was at almost a lime stone monolith. Here of course no foundation was required.

Atlantic street no foundation required for the same reasons that existed on City Hall avenue, and not much over six months old.

Plume street cited as an example of an old pavement under heavy traffic. Not yet two years old, yet showing moderate traffic, yet showing considerable and marked weakness.

Granby street cited in the same way. Paved in 1887 it began to show up badly in less than a year, and twice since then has it been relaid almost entirely.

the last time during the summer of 1891. Can anyone say it is in fine condition to-day, or that it exhibits even with its very moderate traffic signs of stability?

Brewer street in the same category, though finished in June, 1893,

has been repaired once at considerable cost and requires repairs again. Tripoli street has

VERY LITTLE TRAFFIC,

probably not five per cent. of that on Main or Commerce street, and while this continues it will keep its surface, East Main Street, from Church to New Castle, was in a fearful state before the sewers were laid and in 1890 it was repaired, still anyone residing on it can testify to its condition last summer just prior to its being relaid for the third time.

On the other hand, Main and Water streets, which did have foundations under them, have borne the very heaviest traffic since 1889 and early '90 and not a penny has been expended for repairs except when necessitated by damage from the Railroad Companies which occupy them.

AMUSEMENTS.

POTTER-BELLEVUE.—Since the return of Mrs. Potter and Mr. Bellevue from the Indies, they have been greeted with extravagant praise by both the public and the critics. They arrived in this country about four months ago and opened in San Francisco. Their business since then has been remarkably large, and Mrs. Potter is fully established as one of the leading actresses of the day. Mr. Bellevue has also come in for a good share of the praise. Their engagement here is at the Academy of Music next Thursday and Friday. The appearance of this company may be considered as one of the principal events of the theatrical season. The two plays to be presented are "Charlotte Corday" and "Francillon." The sale of seats will open this morning. Prices 25, 50, 75, \$1, and \$1.50.

SONSA'S BAND.—Let it be remembered that Sonza is coming to the Academy of Music next Monday, the 21st, with his peerless band, a charming soprano in the person of Miss Myrtle French, a lovely violinist in the daughter of Gen. Basil Duke, of war fame, with a delightful programme, comprising every variety of music, with the merriest of marches. Can more be said—need more be said to the music-loving soul? The sale of seats will open Thursday morning.

ONE HILL'S WORLD OF NOVELTIES.—One Hill's World of Novelty made their appearance at the Academy of Music last night to a good sized audience and was strictly, as Mr. Hill claims, a variety show. Barring the disgusting antics of Mlle. Les Voujeres, the performance was first-class. The company play only at variety theaters and, of course, could not suit the tastes of the better class of the audience last night. The "turn" of the Les Voujeres was very "Frenchy" and would suit an audience in a New York music hall, but was "no go" in Norfolk.

CORPORATION COURT.

Judge Hanchell was engaged yesterday with the motion docket.

The case of the appeal of the School Board from the decision of Justice Ashburn in favor of Mr. James F. Duncan, late City Attorney, who sued to recover a fee from said Board, has been fixed for Friday at 10 o'clock.

The appeal of the city of Norfolk from the decision of Justice Burroughs in favor of Capt. M. J. Velhines, who was tried at the instance of the Police Commissioners for wearing a police captain's uniform, will be tried on the 26th instant.

A CHALLENGE.

A communication has been received in which Jack Smith, of this city, says: I see in the paper, THE NORFOLK VIRGINIAN, Billy Duke wants to meet Frank Wong, the Indian. I will meet Duke for \$100 or \$250 aside. Man and money waits Duke at 86 Church street.

JACK SMITH.

TRANSFERS OF REAL ESTATE.

Deeds were entered to record yesterday transferring from John W. Goodman to E. Black, a lot and buildings on the east side of Smith street. Consideration \$805. Also from Luther Sheldon to Lucy M. Sawyer, a lot on the east side of Windsor avenue near Pollard street, \$500.

Grand Clearing-Up Sale.

Before taking inventory, stock must be reduced. Price and cost lost sight of in our endeavor to convert the goods into "money." See price list in last Sunday's VIRGINIAN. Prices cut lower than ever before, and all over the store.

WRIGHT'S, 196 Main street.

Notice to the Traveling Public.

The Passenger and Ticket Office of the Bay Line, Washington steamers and Baltimore and Ohio Railroad and connections, formerly located at 76 Main street, Lowenberg building, has been removed to 60 Main street, under Atlantic Hotel, next to Main street entrance.

ARTHUR G. LEWIS, P. & T. A.

Messrs. Horace S. Peed and Jas. M. Jordan have formed a co-partnership under the firm name of F. M. Peed & Son, to conduct the ship chandlery and ship supply business, at Water street and Roanoke avenue.

October 1st, 1894. se30,sn,tt

Chapman & Jakeman are offering special low prices in jewelry and all goods in their line this month. Ask their prices. Corner Main and Bank streets.

SHALL NOT SNAKES

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WOMEN, GET STRENGTH

No Excuse for Debility and Nervousness.

What Paine's Celery Compound Does in a Few Short Weeks. It Makes a Tremendous Difference With Tired, Sickly Women.

In thousands of homes some one, father, mother or brother, is actually dying from starvation of the nerves and this lack of nutrition of some vital part is not usually called by the harsh word "starvation," but amounts to the same thing. It is called dyspepsia, Bright's disease, rheumatism or nervous prostration, headaches or sleeplessness. This general feeling of discomfort throughout the body shows a literal starvation of some of the important organs of the body, either heart, kidneys, stomach, liver, or nerve centres. Scores of men and women showing their first gray hair, who in business and in society are ailing countenances, are not in private by a dependency they can scarcely explain, which renders their life almost unendurable. Such mental depression, falling short of insanity, occurs most often at the "turning point" of life, or soon after it, and is a lamentably common complaint.

After middle life the body often becomes bloodless, the nerve tissue impoverished. Then Paine's Celery Compound supplies building material for the blood and nerves. It makes people strong, healthy and well. It regulates the nerves, feeds their wasted, exhausted parts, purifies the blood of all dangerous humors and brings back strength and health. Where there is a gradual loss of strength, a growing thinness, irritability and nervousness, Paine's Celery Compound keeps up the strength and restores the final breakdown to a state of invalidism and of constant suffering that is likely to come where nothing is done to check the wasting process.

It is upon women that the great burden of tiring, exhausting and petty duties fall.

Hundreds of homes might be saved from sickness and unhappiness if the wife or the husband, or some member of the household, could only see how near aid and comfort is to the door, who are slowly drooping and reviving their interest in the things about them, prepare to leaving them forever. Paine's Celery Compound is within the reach of every home in the land where there is illness. It has met the unqualified approval of reputable physicians of every school.

Ordination at St. Luke's.

At the morning service at St. Luke's P. E. Church on Sunday Bishop Randolph was present and ordained to the ministry Mr. Ridout, who was presented by Rev. Mr. Lloyd, rector of St. Luke's. The brother of the newly ordained minister, Rev. John Ridout, of Grace Church, Petersburg, preached the sermon, which was followed by Holy Communion.

The High School Store.

The store at the Public High School in Brambleton, without the slightest provocation, tumbled over yesterday, and attempted to set the building on fire. The management brought a chemical engine into play and in three minutes the sparks were knocked out of the incipient conflagration.

Directors Elected.

The Merchants' and Mechanics' Bank of this city, yesterday re-elected their old Board of Directors as follows: W. B. Rogers, Wm. S. Spratley, Jas. V. Leigh, W. H. Wales, W. H. Wales, Jr., and John G. White.

Going Bravely On.

Stook taking is going bravely on. Ye good people of ye Greater Norfolk, appreciating a good thing when they see it do patronize home folk, when they know that the old timer, reliable jewelry establishment, 158 Main street, is offering best goods and best work at lower than Northern prices. Call on Greenwood & Bro.

In all cases of disordered stomach and liver, colic, diarrhoea, cramps, dyspepsia, indigestion, loss of appetite or chills, try Dr. Moran's Stomach Bitters, manufactured at Nos. 387 and 389 Church street.

a9-eod-tf

MEETINGS.

CHAMBER OF COMMERCE—THE AD-

COMMISSIONERS OF THE CHAMBER OF COMMERCE will be held at their office TUESDAY, January 15th inst., at 7 o'clock p. m.

Every member is urgently requested to attend, as matters of vital importance will be presented.

S. R. BROWN, WM. LAMB, J. V. LEIGH, Sec'y and Sup't. Pres. Ident.

STOP

AND LOOK AT THE GREAT

Remnant Sale,

which is now offered at the old and reliable goods house of

ELIAS BALL,

190 Main St.

ASSIGNEE'S SALE OF DRY GOODS, NO-

TIONS AND SHOES—By virtue of a do-

assignment executed from H. A. Cragh to me as trustee, dated the 11th day of January, 1895, and duly of record, I have taken possession of such trustee of all the stock of Dry Goods, Notions, Shoes, Mercanables and Fy-

tures contained in the store No. 146 Main street, Norfolk, Va., which was lately used by said H. A. Cragh in his business there conducted, and

and of all the property conveyed by said do-

and. A competent agent has been placed in charge of said stock who will for the present sell the stock by retail.

All persons making purchases in the above line will find it to their interest to call at said store.

JOHN B. JENKINS, Trustee.

NORFOLK, Va., Jan. 12, 1895. jan-12

WEATHER REPORT

Forecast for To-day.

WASHINGTON, 15, January 14, 1895.

For Virginia: Fair; warmer; southerly winds.

For North Carolina: Fair; warmer; southerly winds.

MINIATURE ALMANAC.—Sun rises, 7:17 a. m. sun sets, 5:30 p. m.; high water, 1:30 a. m. and 12:18 p. m.; low water, 6:17 a. m. and 6:43 p. m.

Local Meteorological Data.